

**Island Ford Road (SR 1110)**

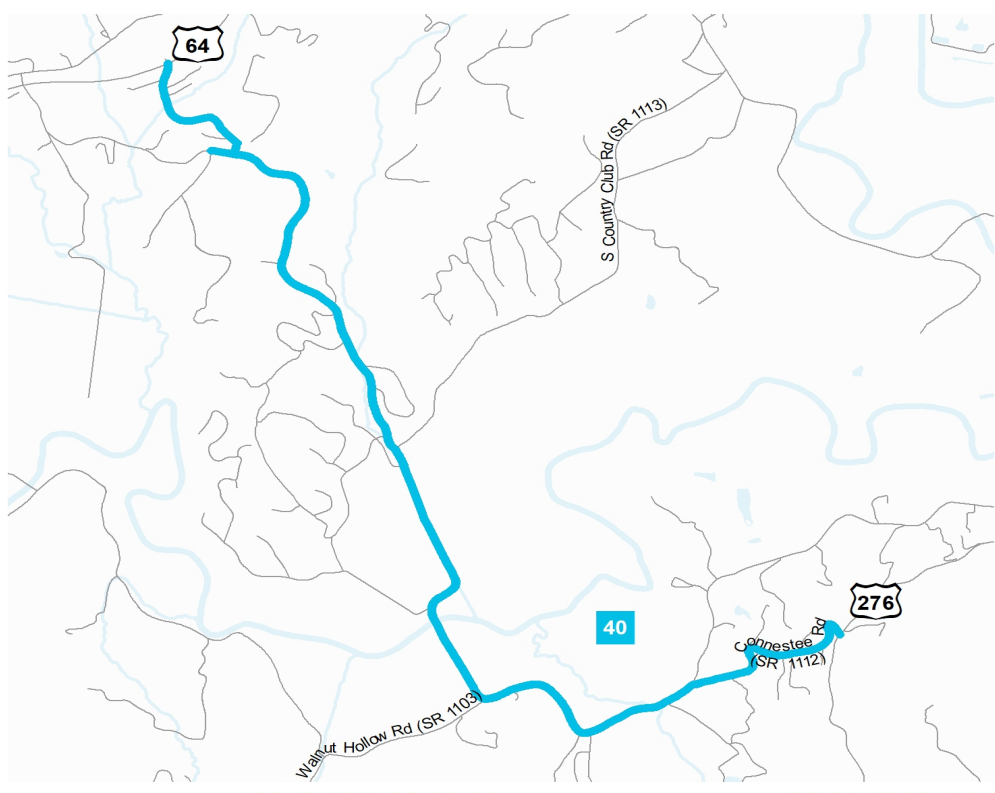
from US 64 to US 276

Local ID: **TRAN0040-H**Purpose: **Facility Deficiencies**Improvement: **Improve Existing****Identified Need**

Island Ford Road (SR 1110) and Pole Miller Road (SR 1161) have no paved shoulder and lane widths of 8-9 feet. The crossing of the French Broad River has been closed due to flooding on multiple occasions.

**Recommendation**

Improve alignment, lane widths, and shoulders to current design standards, including 5-foot paved shoulders. Improve Resiliency to flooding



|                                | Local ID # | Improve | New Location |                   | Local ID # | Improve | New Location |
|--------------------------------|------------|---------|--------------|-------------------|------------|---------|--------------|
| Congestion / Mobility          | #          | —       | —            | Interchange       | ⊙          | □       | ■            |
| Access Management / Operations | #          | —       | —            | Bridge / Overpass | ⊙          | ○       | ●            |
| Modernization                  | #          | —       | —            | Intersection      | ⊙          | ∠       | ▲            |
| Other                          | #          | —       | —            |                   |            |         |              |

**Proposal At A Glance**

|                     |                    |
|---------------------|--------------------|
| Highway Class       | Modernization      |
| Facility Type       | Minor Thoroughfare |
| Typical Section     | 02 C               |
| Section Options     | -                  |
| Estimated Cost      | -                  |
| Length (miles)      | 3.81               |
| Existing ROW (feet) | 30-60              |
| Safety Risk Score   | -                  |

**Proposal Data: 2017 Base Year 2045 Future Year**

| Improved Route | Existing           | Without Proposal   | With Proposal      |
|----------------|--------------------|--------------------|--------------------|
| Facility Type  | Minor Thoroughfare | Minor Thoroughfare | Minor Thoroughfare |
| Travel Lanes   | 2                  | 2                  | 2                  |
| Volume (vpd)   | 410-1500           | 1300-2400          | -                  |
| Capacity (vpd) | 9000-13100         | 9000-13100         | 9000-13100         |

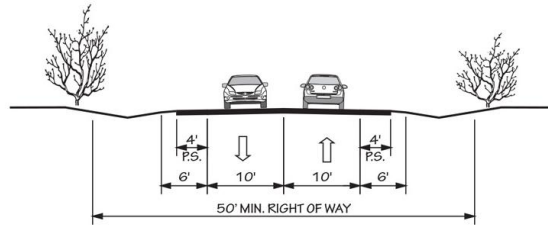
**Capacity Data:** Year

|  |   |
|--|---|
| Facility will be Approaching Capacity (>80%) | - |
| Facility will be Over Capacity (>=100%)      | - |



**Typical Section Options:**

None

**TYPICAL SECTION No. 2C****2 LANE UNDIVIDED WITH PAVED SHOULDERS**

POSTED SPEED 25-35 MPH

**Project Overview****Linkage to Other Plans**

According to the 2013 Blue Ridge Bike Plan, this facility is part of the "Priority County Corridor" connecting Brevard, Rosman, and Pisgah Forest. According to the 2025 Transylvania County Comprehensive Plan, this facility is part of the "Regional On-Road Bicycle Routes" identified in that plan. It is classified as a major collector minor arterial on the Federal Functional Classification System. Island Ford Road (SR 1110) is classified as a major collector and Pole Miller Road (SR 1161) is classified as a local road on the Federal Functional Classification System.

**Multi-Modal Considerations**

Transylvania County Transit, under the name "Transylvania in Motion" operates a fixed route as well as demand response system within the county. The deviated-fixed route does not reach this facility; however, it is within the demand-response area. The Transylvania County Bicycle Plan (2019) recommends a bike lane or paved shoulder along this facility.

**Goals & Objectives Survey**

The citizens of Transylvania County responded to a public survey in early 2019 with a great deal of support for new greenways, sidewalks, and multi-use paths. When asked for their top three most important project types, these categories ranked first, third and fifth, out of a dozen choices. Rounding out the top five were maintenance and safety projects at second and fourth respectfully. When asked to rank transportation goals, the respondents gave two, preservation of the natural beauty and community character and increasing the number transportation mode choices, substantial net positive scores; improved connectivity, and economic development about neutral; and improved travel time was poorly scored, receiving over 50% of the lowest rank.

**Natural & Human Environmental Context**

Based on planning level environmental assessment using available GIS data, the proposed project intersects the French Broad River local watershed, the Historic Dunns Rock Crossroads, and other land conservation areas. It is also within the vicinity of water bodies and the 100-year floodplain. Three birdges along this road have been reported for flooding. The project is in proximity of one place of worship.